

2004/0206186
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(A) 3673443
(B) 3592303

What Is Claimed Is:

1. A pressure sensor comprising:
 - a housing surrounding the pressure sensor;
 - a sensor diaphragm for measuring pressure in at least one combustion chamber of an internal combustion engine, high pressure and temperature fluctuations occurring in the combustion chamber; and
 - a heat shield composed of a heat-conducting material, the heat shield having orifices, the heat shield being situated upstream from the sensor diaphragm to dissipate heat to the housing surrounding the pressure sensor.
2. The pressure sensor according to claim 1, wherein the orifices in the heat shield have a desired cross-section.
3. The pressure sensor according to claim 1, wherein the orifices in the heat shield are designed as slits in a desired orientation.
4. The pressure sensor according to claim 3, wherein the slits have the form of at least one of (a) a polygon having at least three sides, the sides being one of straight and curved, and (b) an ellipsoid.
5. The pressure sensor according to claim 3, wherein the orifices, designed as slits, are situated in a star shape.
6. The pressure sensor according to claim 3, wherein the orifices, designed as slits, are situated tangentially.
7. The pressure sensor according to claim 1, wherein the orifices are bore holes.

8. The pressure sensor according to claim 1, further comprising an additional guard having a pressure measuring channel situated upstream from the heat shield.
9. The pressure sensor according to claim 1, wherein the heat shield is in contact with the sensor diaphragm.
10. The pressure sensor according to claim 1, wherein the heat shield is not in contact with the sensor diaphragm.
11. The pressure sensor according to claim 1, wherein the heat shield is composed of a material that is resistant to temperatures in the combustion chamber.
12. The pressure sensor according to claim 1, wherein the heat shield is composed of a good heat-conducting material.
13. The pressure sensor according to claim 1, wherein the pressure sensor is used in the combustion chamber of the internal combustion engine in a motor vehicle to reduce a thermal shock error.